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NO. 16823, 號三十二百八千六萬一第一 日五十月二年子王 HONGKONG, TUESDAY, APRIL 2nd, 1912. 二月四日二十九年英港香

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[127]

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[463]

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Hongkong, 26th October, 1905. [127]

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Hongkong, 1st September, 1905. [485]

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Hongkong, 4th January, 1912. [157]

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TELEGRAPHIC ADDRESS: "COMPTON,"
Hongkong.
Hongkong, 1st September, 1910. [129]

S.M.R.

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Hongkong, 4th December, 1907. [127]

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DEATHS.

On March 31st, at the General Hospital,
Shanghai, LEWTHWAITE D. TEEB.On March 26th, at Shanghai, JULIUS
THOMAS GRAY, late Chief Officer China
Navigation Company, aged 36 years.HONGKONG OFFICE: 10a, DES VENUS ROAD C
London OFFICE: 131, FLEET STREET, EC**The Daily Press.**

HONGKONG, APRIL 2ND, 1912.

If the coal strike has done any good at all it lies in the direction of bringing vividly before the people of Great Britain their utter dependence upon the mineral in the present conditions of industrial life. A hundred years ago a coal strike, even supposing the miners had possessed sufficient solidarity to start one, would hardly have been felt outside the districts where it took place; to-day so dependent has the nation become on its coal supply, that a strike places thousands, if not millions, out of work, destroys means of communication, and virtually throws the whole industrial world into confusion. This furnishes food for thought. In the first place, however large may be the supply of coal, it has its limits. The amount of coal yet obtainable in the United Kingdom and the time it will last at the present rate of consumption has been calculated, and even if the supplies of other countries be much larger, especially in practically unworked fields such as China, still there, too, a limit must finally be reached. When the coal supply of the United Kingdom is exhausted she will be

able to draw on the supplies of other countries, although at increased cost, but when the coal supply of the world has reached an end, what is to become of the vast industrial organisation which has been built up around it? Optimists generally fall back upon the fact that the coal supply will last their time, or else upon the theory that by the time it is exhausted scientists will have devised means of extracting power from the sun. At present there is not the slightest indication of this last theory being practicable, or at any rate practicable in so far as to replace any large proportion of the power now annually drawn from coal. As a matter of fact, of course, we do draw power from the sun every day, especially in producing our food supplies, but the enormous energy in the coalfields, which probably took millions of years to store, is being dissipated at such frightful rapidity that it can hardly be anticipated that it will be replaced with any degree of efficiency by the direct control of the sun's power. Will industrialism, then, have to be abandoned? When it is considered that this means not only the abandonment of the factory system of production, but also the abandonment of those enormous undertakings which form so great a part of man's conquest of the soil, the idea seems incredible. The Panama Canal, now nearing completion and destined to play a large part in the future history of China, would have been impossible save for the huge supply of power man found available in the coalfields. It is true that our coalless ancestors accomplished some wonderful feats of engineering, but at what expense of life and labour it is difficult to estimate. It may also safely be said that some of the great feats of modern engineering would have been impossible to them. It thus seems quite certain that unless man can discover some other means of obtaining a cheap, and therefore easily available, supply of power on the exhaustion of the coal fields, he will have to return to the semi-agricultural life of his ancestors, where industry was confined to handicraft. It is possible that the present industrial phase is but a passing phenomenon and that man's real course lies altogether along different lines. Another point which comes out vividly in consequence of the coal strike is the fact that this immense supply of power lies in the hands of a comparatively few men. Certainly if there can be said to exist national wealth, a very large part lies in the coal-fields, and that these should be worked at the caprice of a few men is an anomaly arising from the manner in which the coal-fields have been discovered. A power of life or death over hundreds of thousands is given into the hands of a few men, who by forming a federation can control the destinies of a country. It is not contended that this power has not been exercised wisely in the past, or that in the present dispute the mine-owners are in the wrong and the miners in the right. At this distance it is impossible to say on which side the right lies, depending, as it must do, so much on local conditions. What it is desired to point out is the immense responsibility which rests on the mine-owners—a responsibility which no other private body of men is called upon to handle. On the other hand comes the question of state ownership, a question fraught with great difficulties, since it opens the way for an endless succession of State undertakings. Perhaps a medium course is possible, whereby the State, without becoming the actual owners, might exercise a greater control over the working. A Coal Board equipped with powers to regulate the relations between miners and owners and between demand and supply might not only do much to prevent such struggles as those now witnessed, but might also help to preserve the coal supply from being wasted, and keep a watchful eye on the future.

The English Mail of the 2nd March was delivered in London on the 30th March.

Sir Charles Dudgeon has been elected to the Council of the Royal Colonial Institute.

A fine of \$500 was yesterday imposed by Mr. Melbourne at the Magistracy on a Chinese who was convicted of having kept a lottery in which he sold San Piu lottery tickets.

The Hon. Rufus H. Thayer, Judge of the United States Court for China, has received the sad news of the sudden death of an elder sister, Mrs. Sara C. Ryder, of Northville, Michigan.

The Japanese Government proposes to grant a life pension of Y1,700 annually to Dr. Lonholm, formerly a Professor in the Tokio Imperial University, and also adviser to the Government in the compilation of the new Codes. Dr. Lonholm held the post of Professor in the University for twenty-one years. A Bill to award the grant was introduced to the House of Representatives on the 28th ult.

THE HONGKONG DAILY PRESS, TUESDAY, APRIL 2ND, 1912.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AUSTRIAN POLITICAL CRISIS.

EMPEROR THREATENS TO ABDICATE.

LONDON, April 1st. A sensation has been caused in Austria-Hungary by the news that at the audience accorded to Count Khuen-Hedervary on Friday, the Emperor Francis Joseph threatened to abdicate unless the resolution of the Hungarian Parliament limiting His Majesty's powers in calling out reserves was withdrawn.

The Hungarian Cabinet unwillingly acquiesced in the resolution with a view to ending the Opposition's obstruction of the Army Bill.

It was the King's resolute refusal to assent to the resolution that led to the crisis.

Finally he induced the Cabinet to abandon the resolution and seek to placate the Opposition in other ways.

The Emperor Francis Joseph has now issued a letter to Count Khuen Hedervary which is practically an appeal to the Hungarian Nation. It emphasises the care with which he has observed and maintained the nation's constitutional rights, and says he must as resolutely preserve the rights of the ruler, and can only fulfil out both obligations.

THE COAL STRIKE.

UNEMPLOYED INCREASING.

LONDON, April 1st. Though Lancashire is hostile, and some of the other coalfields are doubtful, the ballots generally continue in favour of resumption. Meanwhile the unemployed continue to increase by thousands daily.

BRITISH NATIONAL REVENUE.

LARGE SURPLUS.

LONDON, April 1st. The revenue for the year 1911-12 is £185,090,286, an increase over the estimate of £3,492,286, while the expenditure is £178,548,100, compared with the estimated expenditure of £181,390,000. The surplus thus amounts to six and a half millions, which is larger than the most optimistic expectation, though the figures show a large decrease of revenue and an increase of expenditure compared with 1911. It must be recollected, however, that the figures of 1911 were abnormally swollen by the huge arrear from 1910.

The revenue for 1912 is the largest recorded with the exception of 1911.

The increase of revenue over the estimate is mainly due to receipts from excise.

The decrease in expenditure is due to the fact that less was spent in supply to the services.

THE BRITISH EXPEDITION TO THE SOUTH POLE.

NEWS OF CAPTAIN SCOTT.

LONDON, April 1st. Captain Scott's ship, the *Terra Nova*, has arrived at Akarda, New Zealand. Captain Scott is not on board. He sent a message to the *Terra Nova*'s base in McMurdo Sound on January 3rd that he intends remaining in the Antarctic another winter to complete his work.

His party was then within 150 miles of the Pole and was still advancing.

BRITISH NAVAL REORGANISATION.

LONDON, April 1st. The reorganisation described by Mr. Churchill on the 18th March comes into force on May 1st. The Sixth Cruiser Squadron will henceforth be called the Mediterranean Cruiser Squadron.

HOME RULE.

DEMONSTRATION IN DUBLIN.

LONDON, April 1st. A huge Home Rule demonstration took place in Dublin yesterday, in which people from all parts of Ireland participated. The attendance is variously estimated at from sixty thousand to three hundred thousand. The people massed in O'Connell Street, which was lined with platforms. Mr. Redmond was the chief speaker.

DIPLOMATIC CHANGES.

LONDON, April 1st. A message from St. Petersburg states that M. Bronevski, Councillor of the Russian Embassy at Tokyo, has been transferred to Berlin, and that his successor in Tokyo is M. Shekine, Secretary of the Legation at Peking.

A CHARGE OF EMBEZZLEMENT.

PRISONER PLEADS GUILTY.

The case in which E. Berkeley Ayris was charged with embezzling \$160, \$80 and \$70.06, the monies of the South China Morning Post Co., Ltd., and with having omitted to enter in the books the sums of \$640 and \$200, was again before Mr. Irving at the Magistracy yesterday.

Mr. Hodgson, Assistant Crown Solicitor, appeared to prosecute. Prisoner was undefended, and before the case was opened, he said:—Your Worship, may I change my pleading to those five charges? I wish to plead guilty.

His Worship: You plead guilty to all the charges?

Prisoner: Yes.

Mr. Hodgson said the prisoner entered the employ of the South China Morning Post Co. in the year 1908. He had full control of the money of the company and he also kept the books. It was under his guidance and instructions that other books were kept. He had to sign all receipts, which were given out by the collecting shroff on receipt of payment.

When the money was handed to the prisoner, it was his duty to enter it in the books of the firm. He had also charge of moneys paid across the counter, and he was supposed to give receipts for all accounts paid. All monies received by him should have been entered in a book known as the rough cash book, and afterwards into the chief cash book, and outstanding credit book, according to the class of account. No one else had anything to do with the handling of money. The money received had to be placed in the bank, with the exception of monies required to meet accounts against the Company. It would be proved that prisoner waited two or three days before putting the money into the bank; and that his purpose in delaying payment into the bank was that he might the more easily juggle with the money. When a customer paid an account, his money in the outstanding debtors book would be marked off as paid. In the three cases under notice, however, it

would be seen that such was not the case, as although the money had been paid in, the accounts were still left outstanding. The charges against the prisoner were five in all. The first three would be divided under two heads, the first two charges being in respect of moneys collected by the shroffs and handed to the prisoner, and the third a charge in connection with monies actually handed to the prisoner, and for which he gave a receipt. None of the sums involved were entered in the rough cash book, nor were they accounted for in any of the Company's books. The last two, charges were charges of falsifying the books of the Company by omitting to enter sums of \$524 and \$200. These amounts were not entered in the books of the Company. In September, 1911, prisoner asked for a day off, and when next heard of he was in West Australia. He had left without giving notice. Mr. Hodgson said he thought the case was too serious to be dealt with summarily. It should go to the higher Court.

LONDON, April 1st. A telegram from Paris states that according to the *Matin*'s correspondent at Fez the Treaty for the establishment of a French protectorate over Morocco was signed yesterday by the Sultan.

THE GERMAN SHIPPING COMPANIES.

RESULTS OF LAST YEAR'S TRADES.

HAMBURG-AMERICA REPORT.

The report of the Hamburg-America Line for 1911 shows that the net profit was

43,799,044 marks. Deducting interest on the prior loans, there remains 40,520,188 marks. Of this sum 1,348,109 marks has been assigned, in accordance with the statute of the company, to the insurance reserve fund, and a sum of 27,676,412 marks has been employed in writing down the value of ships, etc., and adding to renewal funds and other accounts, making together 29,024,520 marks. The available balance is 11,495,665 marks, which admits of a dividend of 9 per cent, leaving a sum of 245,665 marks over. Most departments of the company's freight business showed a highly satisfactory development, but the emigration to the United States suffered an appreciable reduction, as compared with 1910.

THE NORDDEUTSCHE LLOYD.

The report of the Norddeutsche Lloyd

stated that the total profits for the year

1911 amount to about 41,500,000 marks

(\$2,075,000), as against 38,100,000 marks

for the preceding year, an increase of

3,400,000 marks. Although the North

American passenger traffic showed losses of several million marks, the general state of freights to South America and Australia rendered the above result possible, and a dividend of 5 per cent will be proposed to the shareholders at the general meeting on April 3rd. The sum of 20,700,000 marks (as against 20,400,000 marks in 1910) has been applied to general expenses, this sum including 1,500,000 marks for extra depreciation of sea-going vessels. The insurance fund has been increased by 1,560,000 marks, the reserve fund by 900,000 marks, and the extra reserve fund by 275,000 marks, making a total sum of approximately 3,000,000 marks (as against approximately 2,000,000 marks in 1910) for the reserve funds. The company's financial position was considerably strengthened during the year, as the amount due to creditors decreased from 36,400,000 marks at the beginning to 19,500,000 marks at the end of the last current business year, against debts due to the company of 18,100,000 marks at the end of the current year as compared with 16,500,000 at the end of 1910. During the same period the amounts of prepaid passage money and current risks showed a surplus of 2,000,000 marks, being 10,900,000, as against 8,900,000 marks for the preceding year.

THE EXTRADITION CASE.

FURTHER ADJOURNMENT.

Proceedings in connection with the extradition of Vicente Sotto, on a charge of abduction in the Philippines, were continued at the Magistracy yesterday. Mr. Hodgson, Assistant Crown Solicitor, appeared to support the application and Mr. W. B. Hind for the defence. Consul General Anderson stated that the Philippines were a constituent part of the United States, which had no colonies nor dependencies. It was the same as any other territory in the United States, and the law of extradition to the Philippines or to any foreign state was the same as in America, not only from the nature of the case but by express statute or enactment.

Prisoner stated that he had been twice prosecuted for sedition in the Philippines, and 24 times for libelling the conduct of Government officials. In every instance but one he had been discharged.

The case was adjourned.

SUPREME COURT

Monday, 1st April.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGGOTT).

A COMPANY PETITION.

A petition was presented by the Po On Marine Insurance and Godown Company, Limited, for confirmation by the Court of a resolution passed by the shareholders of the Company approving of the alteration of the articles of the memorandum of association of the Company enabling the Company to carry on the business of fire insurance in addition to its other businesses, and asking the Court to sanction the alteration of the name of the Company to that of the Po On Marine and Fire Insurance and Godown Company, Ltd.

Mr. Slade, K.C., instructed by Mr. Gedge, of Messrs. Johnson, Stokes & Master, appeared in support of the petition. He stated that all the preliminary steps had been taken. The Company was in a strong position and the alteration was in the interest of the Company. The assets were more than enough to pay all liabilities and repay the shareholders.

The petition was granted.

SIR HENRY BLAKE ON THE COAL STRIKE.

"THE HOUR OF LAWLESSNESS."

The following letter appeared in *The Times* of the 8th ult.:

Sir—I have read your article in yesterday's issue on "The Hour of Lawlessness," and I learn from to-day's papers that some of the organizers of the militant section of the Women's Franchise League have been arrested, presumably under the laws dealing with conspiracy. Are we to assume that the Government, while dealing firmly with a mischievous outbreak of angry women, dares not face the far graver conspiracy, some of whose leaders, unsuccessful in one of our more virile Colonies, have organized a war upon English liberties more dangerous than any conceivable foreign attack?

England presents to the world to-day a pitiable spectacle of administrative feeble-mindedness. A trembling Government, having passed the Trade Disputes Act, has seen an army organized with the avowed object of striking at the heart of the nation, and now that the battle is joined, instead of boldly facing the position and dealing firmly with the leaders, reserves them for the bannishments of appeals and conferences. Let us hope that England expects even its Government to do its duty may arouse the manhood that must be latent in the most yielding Cabinet.

I am, Sir, your obedient servant,

HENRY A. BLAKE.

Myrtle Grove, Youghal, March 6.

THE MARINE INSURANCE MARKET.

THE OVER-INSURANCE PROBLEM.

Underwriters yesterday, says the *Times* of the 8th ult., read with keen interest the report of the question and answer in the House of Lords respecting the loss of over-insured vessels, and undoubtedly a great majority is in complete sympathy with the view of the Board of Trade that legislation at the moment is undesirable. In numerous articles that have appeared in *The Times* during the past few years various aspects of the over-insurance question have been discussed, and no one with any acquaintance with the subject could deny its extreme complexity. But difficult as it was a year ago, it is far more obscure now, and for this reason. Much depends upon the "proper" valuation to be placed on a vessel—the view of the owner may in certain cases quite rightly not coincide with that of the underwriter—and, during the past 15 months all values, in consequence of the advance in freights, have risen enormously. Practically every day insurances are being placed on increased values, and these, for the sake of convenience, are generally effected P.P.I. as "disbursements." Values are justified to-day which were not accepted a year ago, and may not be regarded as reasonable a year hence; therefore something may be said for covering these amounts P.P.I. and so avoiding the opening of the question of the rate on the original policy, which owners might have some ground for desiring to do if the all-risks insurance were raised.

Still, though there is this complexity, the market is far better equipped to meet it than a year ago. In the first place, under the Gunford Judgment, underwriters have the right to claim disclosure of all amounts so effected; and, secondly, there is an understanding among underwriters that no "disbursements" shall be accepted for more than 10 per cent. of the all-risks policy. By exercising the right to disclosure and sturdily refusing to agree to values that are obviously and altogether unreasonably inflated, underwriters have it in their power to reduce the danger of over-insurance to a minimum.

TRAGEDIES OF THE FAMINE.

The following telegram was received by the Central China Famine Relief Committee at Shanghai last week:

Taungkiangpu, March 27th.

Talbot reports that for fifty li north-west of Wulichuang (north of Tsingkiangpu) he found people practically all eating bark and leaves. Many have already starved. He judges that nine out of ten families are in a starving condition.

To see the number of unroofed houses is appalling. "I am using every effort to reach people quickly. Woods."

MR. J. O. P. BLAND ON YOUNG CHINA.

A striking and forcible article appears in the *National Review* on "Young China" by Mr. J. O. P. Bland, who makes a vigorous onslaught on the Chinese Republic, in which he has no confidence and for which he predicts disaster.

In considering the present situation in China and its immediate causes, we should, he says, be careful, imprudent, to avoid the error, very commonly accepted by the Press of this country, that the collapse of the Manchus and the sudden predominance of the so-called Republican party in China implies a revolution of the Chinese people, in the usual sense of that word. In judging the significance of this crisis, which undoubtedly threatens the Far East with anarchy, it is necessary to realise and to remember that the revolutionary movement, as such, is essentially the work of a small and comparatively unimportant class. It cannot be too emphatically stated that if this class has now risen to sudden predominance and power in the land, it is because the whole State has long since become disorganized, and, politically speaking, helpless to resist any organized attack. Amongst the blind the one-eyed may be kings; but it is certain that Young China's newly ledged politicians possess neither the education, the self-discipline, nor the qualities of cohesion requisite to provide the Empire with the stable and progressive administration which alone can save it from disruption. It is equally certain that, so far as the vast masses of the Chinese people are concerned, they have, and can have at present, no voice or say in the matter of their Government. In the great cities and provincial towns of the interior a certain section of the mercantile classes has come into contact with the opinions and plottings of the journalists, students, and military officers who constitute nine-tenths of Young China; these, in so far as they hold political opinions at all, were at first inclined to approve of the revolutionary movement, on the general ground that any change must be for the better. But as regards the people (the "stupid ones," as the mandarins call them), the millions doomed to pillage, starvation, and all the unspeakable horrors of Chinese rebellion; Yuan Shih-kai was probably understating the case when he said that they understood nothing of the Republican movement, and that they would not approve it if they did.

GOVERNMENT BY THE NURSERY.

Already, in the Councils of the Provincial Delegates themselves, in the vernacular Press and in the attitude of the literati, gentry and merchants, there are unmistakable signs of grave doubts and fears in regard to the benefit which the new régime is to confer. The agricultural population, the "stupid people," remain in the mass, apathetic and inarticulate; they neither understand nor desire the kind of executive government to which we Europeans are accustomed, and so far as their unorganized means of resistance and force of inertia permit, they will assuredly continue to resist, under monarchy or Republic, any government which attempts to change their ancient ways and means of living. They are accustomed to bad government and bad officials; but they have also been accustomed, from time immemorial, to indicate by sudden and violent measures the breaking-point of their submission to tyrannous abuses. Manchus or Mings, Germans or British, may be their titular rulers, and so long as the breaking-point is not reached, the Chinese people will continue on its accustomed way. They accept therefore Young China for the moment, these quiescent students and these khukhi-clad soldiers, as they accept the British in Hongkong and the Japanese in Manchuria—stolidly enough, but with due reservation. They are prepared to acquiesce in a new dispensation which promises remission of taxes and the greater glory of the Flower Kingdom, but already they begin to have their doubts as to the benevolence of a régime which permits rowdy students to dock the peasant of his queue at the city gates, to interfere with religious ceremonies, to change the feasts and seasons of the moon, and generally to imitate the customs of the foreign devil, while, at the same time, life and property become daily less secure and demands of all sorts are made, on patriotic grounds, for the filling of the Republican war-chest. The Manchus have exhausted the mandate of Heaven, the Empire has suffered grievously for many years from rebellions, food, and famine, and the people are willing enough that they should go the way of discredited rulers. Yes, but this does not mean, as Young China proclaims it, that they are eager for a complete change of all their own time-honoured ways. To pretend that the Republican movement is a people's movement is, therefore, sheer nonsense. Its chief advocates and supporters are students and professional agitators, the same class which, were it not for the strong hand of authority, would see this have honeycombed India with sedition—the classes which have brought anarchy and humiliation to Persia, the fatal new wine which threatens to burst all the ancient skins of Asia. Against them and the Republic will soon be ranged the literati and gentry, the merchants and the old bureaucracy, hesitating at present and frightened by the swift march of events. Already the lines of cleavage are becoming as clearly marked as the disorganization and lack of leadership in the Republican ranks. Already the Manchus being reduced to deriding impotence, the struggle is defining itself between Old and Young China. But whereas Young China is noisy, vociferous, the great mass of the people—Confucian scholars, merchants and peasants alike—remains for the most part inarticulate and inert. Yuan Shih-kai stated two months ago that seven-tenths of the nation would oppose the Republican programme. It is safe to say that this proportion will rapidly increase, and that the immediate results of "Government by the nursery" are not likely to impress the people as an improvement on the Manchu régime.

THE ALTERNATIVE TO A REPUBLIC.

In Mr. Bland's opinion everything points to the certainty of civil war and brigandage, on a scale similar to that of the Taiping and Mohammedan rebellions, unless the Powers realize that it is neither

human nor wise thus to allow these children to play with fire in the house of humanity, unless civilization accepts the responsibility of restoring order to the Celestial Kingdom. "I say Kingdom advisedly, for the only Chinese Republic conceivable must end, and that quickly, after the manner of the Kilkeany cats."

At the same time, it is unquestionably true that, even in the minds of the slow-thinking masses, the Manchus' rule is no longer possible. They have been weighed in the balance and found wanting. What then? Does it follow, as the spokesman of Young China would have us believe, that there is no possible middle course between the Manchu dynasty and a ready-made Republic? Heretofore young Turkey has been far wiser in its generation. Because the Manchus have proved themselves unfit to rule, must the whole fabric on which the Chinese State has rested for two thousand years be cast aside, as a garment outworn? I believe the monarchical principle to be inseparable from the Confucian philosophy; and that the Throne is the national centre to the Chinese social system and ancestor worship. To destroy means the uprooting of the ethical and moral foundations of the Chinese race. It is certain that the vast majority of the Chinese people have not the faintest idea of the changes which the Republican system would introduce, and that the notion of a Middle Kingdom without the Dragon Throne is entirely beyond the range of their imagination. Given time, and a Government well chosen and supported for the necessary work of education and reform, the Chinese people may yet work out their own salvation, but law and order must first be restored, and Young China is assuredly unequal to the task.

Foreign intervention and the maintenance of the Throne, adds Mr. Bland, present grave difficulties, no doubt, but they are less than those which threaten China from persistency in this Republican madnes. The Manchus were impossible as autocratic rulers; so be it. But the Chinese "intelligents," if firmly handled, would be quite content to accept a constitutional and limited monarchy, and a Sovereign could easily be chosen, either from the descendants of the Mings or those of Confucius.

THE YOKOHAMA SPECIE BANK, LIMITED.

The following is the report of the Directors to the shareholders of this Bank:

Gentlemen.—The Directors submit to you the annexed statement of the liabilities and assets of the Bank, and of the profit and loss account for the half-year ended 31st December, 1911.

The gross profits of the Bank for the past half-year, including Y1,193,327.84 brought forward from last account, amount to Y1,529,732.46, of which Y6,294,598.21 have been deducted for interests, taxes, current expenses, rebate bonus for officers and clerks, etc., leaving a balance of Y3,285,136.25 for appropriation.

The Directors now propose that Y350,000.00 be added to the reserve fund, and recommend a dividend at the rate of twelve per cent., per annum, which will absorb Y1,740,000.00.

The balance, Y1,195,136.25, will be carried forward to the credit of next account.

VISCOUNT YATARO MISHIMA, Chairman.

Head Office, Yokohama, 9th March, 1912.

BALANCE SHEET.

	Y
Capital (paid up)	30,000,000.00
Reserve Fund	17,150,000.00
Reserve for Doubtful Debts	364,832.50
Notes in Circulation	7,901,826.87
Deposits (Current, Fixed, &c.)	141,846,082.84
Bills Payable, Bills Accepted, &c.,	108,097,789.80
Dividends Undrawn	6,829.02
Amount brought forward from last Account	1,163,327.84
Net Profit for the past Half-Year	2,091,808.41
	Y308,652,496.58

CASH ACCOUNT:

In Hand... Y13,011,051.87
At Bankers 13,217,328.00

26,528,378.87

INVESTMENTS IN PUBLIC SECURITIES.

Bills discounted, Loans, Advances, &c.

88,928,380.68

BILLS RECEIVABLE AND OTHER SUMS DUE TO THE BANK.

169,027,599.98

BULLION AND FOREIGN MONEY BANK'S PREMISES, PROPERTIES, FURNITURE, &c.

1,146,612.13

2,866,668.81

Y308,652,496.58

PROFIT AND LOSS ACCOUNT.

To Interests, Taxes, Current Expenses, Rebate on Bills Current, Bad and Doubtful Debts, Bonus for Officers and Clerk, &c.

8,254,596.21

To Reserve Fund

350,000.00

TO DIVIDEND:

Y6 per Old Shares for 240,000 Shares. Y1.25 per New Share for 240,000 Shares

1,740,000.00

To Balance carried forward to next Account

1,195,136.25

Y11,539,732.46

By Balance brought forward 30th June, 1911

1,193,327.84

By Amount of Gross Profits for the Half-year ending 31st December, 1911

10,346,404.62

Y11,539,732.46

We have examined the above accounts in detail, comparing them with the books and vouchers of the Bank and the returns from the branches and agencies, and have found them to be correct. We have further inspected the securities, etc., of the Bank, and also those held on account of loans, advances, etc., and have found them all to be in accordance with the books and accounts of the Bank.

YASUNORI ASADA, Auditors.

TAMIZO WAKAO, Auditors.

THE PROVISIONAL CONSTITUTION OF THE REPUBLIC OF CHINA.

CHAPTER I. GENERAL PROVISIONS.

Article 1.—The Republic of China is composed of the Chinese people.

Article 2.—The sovereignty of the Chinese Republic is vested in the people.

Article 3.—The territory of the Chinese Republic consists of the 23 (3) provinces, Inner and Outer Mongolia, Tibet and Chinai.

Article 4.—The sovereignty of the Chinese Republic is exercised by the Advisory Council, the Provisional President, the Cabinet and the Judiciary.

CHAPTER II. CITIZENS.

Article 5.—Citizens of the Chinese Republic are all equal, and there shall be no racial, class or religious distinctions.

Article 6.—Citizens shall enjoy the following rights:

(1) The person of the citizens shall not be arrested, imprisoned, tried or punished except in accordance with Law.

(2) The habitation of citizens shall not be entered or searched except in accordance with law.

(3) Citizens shall enjoy the right of security of their property and the freedom of trade.

(4) Citizens shall have the freedom of speech, of composition, of publication, of assembly and of association.

(5) Citizens shall have the right of the secrecy of their letters.

(6) Citizens shall have the liberty of residence and removal.

(7) Citizens shall have the freedom of religion.

Article 7.—Citizens shall have the right to petition the Parliament.

Article 8.—Citizens shall have the right of petitioning the executive officials.

Article 9.—Citizens shall have the right to institute proceedings before the Judiciary and to receive its trial and judgment.

Article 10.—Citizens shall have the right of suing officials in the Administrative Courts for violation of law or against their rights.

Article 11.—Citizens shall have the right of participating in civil examinations.

Article 12.—Citizens shall have the right to vote and to be voted.

Article 13.—Citizens shall have the duty to pay taxes according to law.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS LTD., and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICA PORTS, THE Steamship

"DELTA," Captain E. P. Martin, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th April, 1912, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co. R.R. "MALWA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marselles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "ECCRIN," due in London on the 24th May, 1912.

Parcel will be received at the Office until 4 P.M. the day before sailing. Details and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent, Hongkong, 2nd April, 1912.

REGULAR STEAMSHIP SERVICE (WITH LINER TO FRENCH VIA THE CAPE OF GOOD HOPE).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "MONTROSE" ... On or about 23rd April. For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 2nd April, 1912.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "SHINYO MARU."

FROM SAN FRANCISCO, VIA HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on WEDNESDAY, the 3rd inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on WEDNESDAY, the 10th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before SATURDAY, the 13th inst., otherwise they will not be recognised.

K. MATSDA,

Hongkong, 1st April, 1912.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-DAY requesting it to be landed.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 6th inst., at 9.30 A.M.

All Claims must reach us before the 13th inst., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents, Hongkong, 1st April, 1912.

15

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

INTIMATIONS

LANE, CRAWFORD & CO.

AGENTS FOR

CHUBBS STANDARD AND BOOK QUALITY SAFES LOCKS, CASH and DEED BOXES

TO-NIGHT! TO-NIGHT!

For the first time in Hongkong, Robert Courtaulds' Latest London Success,

THE MOUSME,

Now Crowding the Shaftesbury Theatre, London.

WEDNESDAY and THURSDAY, April 3rd & 4th:

The Great Opera Bonfire.

THE CHOCOLATE SOLDIER.

SATURDAY, April 6th:

The New Charming Musical Comedy,

THE KING'S BRIDE.

MONDAY and TUESDAY, April 8th and 9th:

For the first time in Hongkong,

The present Hugo of London,

The Great Musical Play,

THE COUNT OF LUXEMBOURG,

From Daly's Theatre, London.

WEDNESDAY, April 10th:

The Famous Gaiety Musical Comedy,

THE RUNAWAY GIRL.

Plan Now Open at MOUTRIE'S.

PRICES: \$3.50, \$2 and \$1.

Doors Open at 8.30 P.M.

Commence at 9.15 P.M.

Hongkong, 26th March, 1912.

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REGULAR STEAMSHIP SERVICE.

(WITH LINER TO FRENCH VIA THE CAPE OF GOOD HOPE).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "MONTROSE" ... On or about 23rd April. For Freight and further information, apply to

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Hongkong, 2nd April, 1912.

[531]

TOYO KISEN KAISHA.

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K. MATSDA,

Hongkong, 1st April, 1912.

[530]

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REGULAR STEAMSHIP SERVICE.

NERVOUS EXHAUSTION.
THE MODERN METHOD OF CUREING
NEURASTHENIA.

Although neurasthenia is a term of quite modern use, and embraces a very great number of symptoms, nervous exhaustion is a condition which has long been known. Among the commonest symptoms are headache, a sense of pressure within the head, sometimes a feeling of cold on the top of the head, and, at others, as if an iron band were pressing into the brain. These sensations are particularly apt to occur when the sufferer endeavours to concentrate his thoughts for a little while. Again, there is marked indigestion and loss of appetite, with pain in the region of the stomach, heartburn, nausea or vomiting, sleeplessness, a feeling of oppression, shortness of breath or palpitation of the heart, nervous twitches of the hands, and an uncertain gait, with pains in the back which, happily, do not mean locomotor ataxy any more than the feeling of pressure on the head denotes softening of the brain, as sufferers invariably fear.

All these nervous sensations are capable of being remarkably improved, and even perfectly cured, by means of Sanatogen. The medical evidence on this point is exceedingly large and overwhelmingly conclusive. In fact, no sufferer from neurasthenia, in whatever form the nervous exhaustion may manifest itself, need have the least cause for despair or even anxiety if only he will take Sanatogen and keep on with it. No more striking proof of its wonderful power can be desired than is set forth by Madame Sarah Grand, the distinguished novelist, who was incapacitated for work for four years by nervous exhaustion, and after taking it three times a day for four months was as well as she had ever been in her life. Here are Madame Sarah Grand's own words: "Sanatogen has done everything for me which it is said to be able to do for cases of nervous debility and exhaustion. I began to take it, three times a day, after nearly four years of enforced idleness from extreme debility and now (after only four months) I find myself able to enjoy both work and play again, and also able to do as much of both as I ever did."

Sanatogen can be obtained at all chemists.

[99-412]

PANIER SKIRTS.

[BY GIGEY HAMILTON IN THE "DAILY MAIL."]

Someone—I do not know who—has announced that we are to be larger. By we I mean women, and by larger I mean apparently larger. On the authority of the unknown who settles these things and communicate them to the newspapers, we are to give up wearing skirts that are tight at the ankle and don articles called paniers; that is to say, we are to become more bulky, take up more room in the world.

What will be the effect of this proposed enlargement of our proportions, not merely on our appearance but on our comfort and on the comfort of the persons who sit next to us in the world? When the omnibus was licensed to accommodate eight human beings a side, was it presumed that half the number would be arrayed in hobble skirts—and space allowed accordingly? One rather fancies so from the devastation occasioned even now by the endeavours of the stout traveller to fit in with the other seven. And when we are all stout! Theatrical business, too, may feel the effect of the new fashion in decreased returns from the pit; the Saturday night announcement of "Standing room only" will have to be made at an earlier stage of the proceedings. The manager whose soul is not above his box-office will, one concludes, do his best to discourage a mode whose adoption must mean an automatic reduction in the seating capacity of the cheaper parts of the house; so if—as is sometimes stated—we take our fashions from the stage, this particular fashion may prove to be short-lived.

But these, after all, are minor considerations; the really interesting point about these artificial expansions and contractions of the human form divine is: What is the motive which prompts them? Why do people want to be suddenly larger or smaller? Why do they suddenly tire of having normal, anatomical shoulders and increase them to several times their natural size with an immensity of stiffened puffs? Why do they sometimes like shoes that make them look as if they had only one toe, and at other times like shoes that make them look as if they had seven or eight? Why do they now want to expand into crinolines that can hardly get through a doorway, and then contract into hobble skirts which barely allow them to walk?

To these questions there seems no answer. It was once explained to me that fashions in dress had as a rule their origin in the deformity of some highly placed personage; that, for instance, the shoes which gave their wearer the appearance of having seven toes were probably adopted in the first instance by a monarch desirous of concealing a bunion. The explanation, though interesting, does not seem to me convincing. Highly placed persons in times gone by (when highly placed persons were of more account than they are at present) may have succeeded, on the principle of the fox who lost his tail, in inducing loyal and obsequious subjects to share the disadvantages of their physical defects; but we no longer mould our fashions upon royalty, physically defective or otherwise, while it is worthy of note that the portion of the community—the theatrical portion—to which we are nowadays understood to look as an example for our manner of clothing and adorning ourselves is, as a rule, singularly free from taint of physical defect. So much so, in fact, that a young woman who naturally expanded into paniers or was afflicted with a natural incapacity for putting one foot before the other, after the manner of those imprisoned in the hobble skirt, would stand but a small chance of appearing on the stage at all.

It is possible, of course, that the mysterious authorities (understood to be of Parisian extraction) who in silence and in secrecy originate the garments which the actress is eventually to pass on to the rest of us may, in the first instance, have their inspiration from deformity—may, so to speak, collect it, study it, and decide how best and most successfully it may be inflicted upon the normal human female. As I have said, they work in secret, and no man can speak with certainty upon their unfathomable doings. But on the whole it seems unlikely.

One thing there is that can be prophesied—with safety—about the panier, or any other species of garment that may succeed our present wear—it will be greeted with the same abuse and execration that have been heaped upon every form of feminine clothing since Eve first took to fig-leaves. One of the saddest facts about fashions is that nobody (except their wearers) sees any virtue in them until they have passed into the limbo of the discarded, until they are fashions no longer; and, strangely enough, it is the professional artist who above all others distinguishes himself by this inability to see beauty in aught but the things that have happened in the matter of clothes. Periodically he is asked by the newspapers for his opinion on contemporary clothes, and expresses it freely; and it is practically always an unfavourable opinion, based on the assumption that whatever is wrong. To-day he adores crinolines merely because we don't wear them; and in fifty years' time his successors will be sighing over the harem and the hobble skirt—because they are not worn. His rule, apparently, is that garments are lovely only when obsolete, which is not much help to those of us now alive and anxious to make the best of our unfortunate selves. I conclude what it is because we have found out what his advice is worth that we never take the slightest notice of it; because we have realised that his technical lamentations over "beautiful feminine curves" only mean, in plain English, that he would like us to wear our grandmothers' clothes, that they leave us quite unmoved. So he buys magnificent crinolines and puts them on his model or his wife, and we go on just the same, having our everyday garments invented for us by people who will get no credit until they and we are dead.

There is another mystery connected with our garments. Why is it, after all the energy and intellect expended by generations upon the subject, that so few articles of wearing apparel have been produced which combine easiness with newness? Why is it that, so far as wearing apparel is concerned, comfort and old age should be synonymous terms? One of the minor and oft-repeated tragedies of life is to have the garment which you have

WM. POWELL, NEW VICTOR RECORDS

\$1.20
EACH.

Gentlemen's Outfitters.

ENGLISH and AMERICAN
BOOTS and SHOES
BLACK, BROWN and WHITE.
BEST MAKES. PERFECT FITTING.
PRICES MODERATE.

INSPECTION INVITED.

28, Queen's Road Central.

THOUSANDS TO SELECT FROM.

PARCELS ON APPROV'L.

GARNER, QUELCH & Co.,
WINE MERCHANTS,

DES VŒUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS
AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of
World-wide reputation.

TO LET

OFFICES on 3rd Floor, Hotel Mansions
facing Harbour.
OFFICES on 1st Floor, Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 12th March, 1912. [388]

TO BE LET.

On or about 1st May, 1912.

SHOPS and OFFICE, in Alexandra
Buildings, adjoining the Hongkong
Dispensary, at present occupied by Messrs.
Wm. Powell, Ltd.

A. S. WATSON & Co., Ltd.,
Alexandra Buildings,

Hongkong, 29th August, 1911. [12]

TO LET.

WELLBURN, "THE PEAK", 6 ROOM.
from 1st June, 1912.

Apply to—
FREY SMITH, SETH & FLEMING

5, Queen's Road Central.

Hongkong, 7th March, 1912. [417]

OFFICES TO LET.

ROOMS on the 1st Floor of Wm. Powell
Ltd.'s New Building, Des Vœux Road
Central; suitable for Offices; Electric Light,
Lift; Lavatories with all Modern Conveniences.

May be inspected on application to—
WM. POWELL, LTD.,
Alexandra Buildings.

Hongkong, 29th February, 1912. [383]

TO LET.

OFFICES in KING'S BUILDING.

Apply to—
THE HONGKONG LAND INVESTMENT
MENT & AGENCY CO., LTD.,
Hongkong, 1st April, 1912. [12]

TO LET.

OFFICES and GODDOWNS in Duddell
Street.

"WESTWARD HO", No. 13, Bonham
Road, with Garden.

"ROGATE" Austin Road, Kowloon, from
1st April.

"EGGESFORD", No. 114, PEAK,
Furnished or Unfurnished from 1st April, 1912.

6 ROOMS.

No. 57, PRAYA GRANDE, Macao.

Apply to—LINSTEAD & DAVIS,

3rd Floor, Alexandra Building.

Hongkong, 2nd April, 1912. [122]

TO LET.

OFFICE in Alexandra Buildings.

Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.

Hongkong 26th February 1912. [367]

TO LET.

NEW and COMMODIOUS SHOPS
Nathan Road, Kowloon. Immediate
Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumatei,
Area 85,200 square feet with 256 feet
Frontage. Especially suited for Storage
of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.

Hongkong, 2nd November, 1911. [525]

TO LET.

THE KOWLOON HOTEL PREMISES
with Flower and Vegetable Gardens.
Suitable for Mess. Immediate possession.

Apply to—
THE SPANISH PROCURATION,

2, Seymour Road.

Hongkong, 14th February, 1912. [311]

TO LET.

GODOWN, No. 4, New Praya, Kennedy
G. Town.

Apply to—
THE HONGKONG LAND INVESTMENT
MENT & AGENCY CO., LTD.

Hongkong, 1st April, 1912. [122]

TO LET.

BEACONFIELD. Will be converted
into a First Class Boarding House with
Large Dining Room, Thirty Bedrooms and
Eighteen Bathrooms. Plans to be seen at our
Office.

Apply—

LINSTEAD & DAVIS,

Alexandra Buildings.

Hongkong, 20th March, 1912. [461]

OFFICES TO LET.

FIRST CLASS, central accommodation,
light and airy, on First, Second, or Third
Floor, in new building being erected for
MESSRS. WHITEAWAY, LAIDLAW &
CO., LTD. Entrance from Des Vœux Road.
Electric Lift to all floors, Electric Light
throughout.

The plan can be seen and all particulars
obtained at the Office of MESSRS. WHITEAWAY
& TUNER, Alexandra Buildings, 3rd Floor,
Hongkong, 15th March, 1912. [462]

with which is incorporated
THE CHINA OVERLAND TRADE EXPORT
Subscription, paid in advance, \$12 per
annum. Postage \$2 to any part
of the World.

FOR EUROPE AND AMERICA.
INDIA, AUSTRALIA, &c.,
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PRIVATE RESIDENTS AT THE OUTPORTS.
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NEWS OF THE FAR EAST

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RUBBER SHARES.

SINGAPORE QUOTATIONS.

Singapore, March 21st, 1912.
MESSRS. LYALL AND EVANS' LIST.

Non. Value.	Buyers.	Sellers.
2 Aligarh	51	369
2 Options	15	18
21 Anglo-Java	539	644
1 Anglo-Johore	78	1183
2 Anglo-Malay	16,9	184
21 Anglo-Sumatra	708	706
1 Ayer Kuning	16,5	2046
1 Banteng	408	463
2 Batan	255	38
21 Batu Caves	260	275
21 Batu Tiga	758	824
1 Beaufort Borneo	208	213
1 Bukit Kajang	563	596
1 Bukit Lintang	876	958
2 Bukit Meriam	283	353
21 Bukit Rajah	245	269
22 Bukit Selangor	189 pd.	104 dm.
22 Bukit Sembanewa	187	189
21 Carey United 104 pd.	366	766 dm.
1 Castlefield	1063	1163
22 Chernes	385	418
22 Options	183	189
22 Chimpu	145	185
22 Chota	233	274
22 Cicely G.M.	304	343
22 Fra	306	349
22 Consolidated Malay	16,6	179
21 Damansara	1026	1129
1 Denistown	284	309
22 Edinburgh	93	106
21 Federated Selangor	1708	185
21 Galang Besar	566	63
21 Golconde	758	823
1 Golden Hope	739	826
1 Hajee	895	105
1 Harpenden	1504	1804
22 Hawood	549	543
21 Highlands & Lowlands	824	869
1 Inch Kenneth	1626	1801
22 Jessie	1341	156
21 Johore R. Lands 103 pd.	766	1183
1 Juta	158	189
22 Kiangpung Kwantang	90	118
22 Kunting	565	683
21 Kepa Para	1475	1563
1 Koptigal	158	176
1 Koppang	1226	140
22 Kombok 1 pd.	38	38
21 Kote Tinggi	284	274
21 Kuala Lumpur	1403	1513
22 Labu (F.M.S.)	98	108
21 Lansdown	728	778
1 Ledbury 1 pd.	5765	626
22 Linggi Ord.	3246	394
22 Linggi Ord.	3686	385
21 London Asiatic	1113	1283
21 Luin	3183	349
1 Malacca 72 pd. Prof.	2578	285
1 Ord.	2726	290
1 Malaysia	344	356
22 Marlman	5110	444
22 Options	1478	214
21 Mount Austin	313	379
1 N. Hammock 198 pd.	554	655
22 Padang Java	274	298
22 Pataing	423	456
22 Palepah	3	4
22 Perak	7618	7102
22 Permas	193	2246
22 Port Dickson	1478	21
22 Port Dickson Lukut 1 pd.	284	315
22 Port Dickson Lukut 50 pd.	284	315
1 Rambia Prof.	294	278
1 R. Est. of Johore 18 pd.	358	426
22 R. Est. of Krian	285	343
21 R. Invest Trust 10 pd.	1414	1510
22 R. S. 1 pd.	1926	2126
1 Saggi	1926	2126
21 Sapong	2456	276
21 Seafield	989	1076
22 Selangor	436	469
21 Sembayan	3683	426
21 Seremban	5163	579
21 Sheldford	4143	474
21 Sialang	546	578
22 Singapore Para	383	39
22 Singapore United	28	281
22 Straits S. Bantam	4104	545 x.d.
22 Sulat Rother	9643	1044
22 Sumatra Para	98	9411
22 Sungai Buaya	339	413
21 Sungai Choh	6265	708
21 Sungai Kapur	118	128
21 Sungai Krian Prof.	2643	398
22 Sungai Krian Prof.	75	856
21 Sungai Way	1008	1076
22 Tanjong Madiun	1286	pd. 24
1 Tangkah Prof.	486	786
22 Tebrau	6786	715
21 Tromelby	1059	1183
1 United Sardang	110	1176
1 United Sun Batong	22	263
22 United Sumatra	841	840
22 United Temisah 165 pd.	56	65 dm.
22 do 1 pd.	84	185
22 Val d' Or.	1611	245
22 Vallambrass	2787	2942
22 Yam Seng	891	941
31 Alor Gajah	81,824	190
10 Ayer Hitam	30,00	35,00
1 Ayer Kuning	070	075
1 Ayer Molek	260	270
5 Aver Panas	650	675
1 Balgownie	850	875
10 Bukit Timah	11,50	12,50
1 Bukit K. B.	085	090
10 Changkat Serdang	585	625
22 Duff	725	780
21 Glenay	145	150
22 Hantor	700	750
10 Henrietta 99 pd.	150	1000ds.
10 Henrígiri	560	600
10 Indragiri	040	045
1 Jimah	270	285
5 Kelebek, 3450 pd.	2,600	2400ds.
5 Kempas	085	100
1 Malaka Fluda	105	110
2 Malakoff	225	235
5 Mantu	425	450
2 New Serendah	150	180
5 New Singapore	460	475
5 Pajam	12,500	12,750
1 Pantai	1,74	1,224
10 Pular Balang, 83 pd.	17,510	15,000
1 Pangkor	050	050
5 Radeli	1100	1100
2 Sandycroft	1600	1650
2 Singapore & Johore	1200	12,250
10 Tambak	080	085
5 Teluk Anson	520	530
2 Trafalgar	080	090
1 Un Pandan	070	075
1 United Malacca	085	090
22 Ulu Jebong	120,00	150,00

WITH DOG AND GUN IN THE NEW TERRITORY.

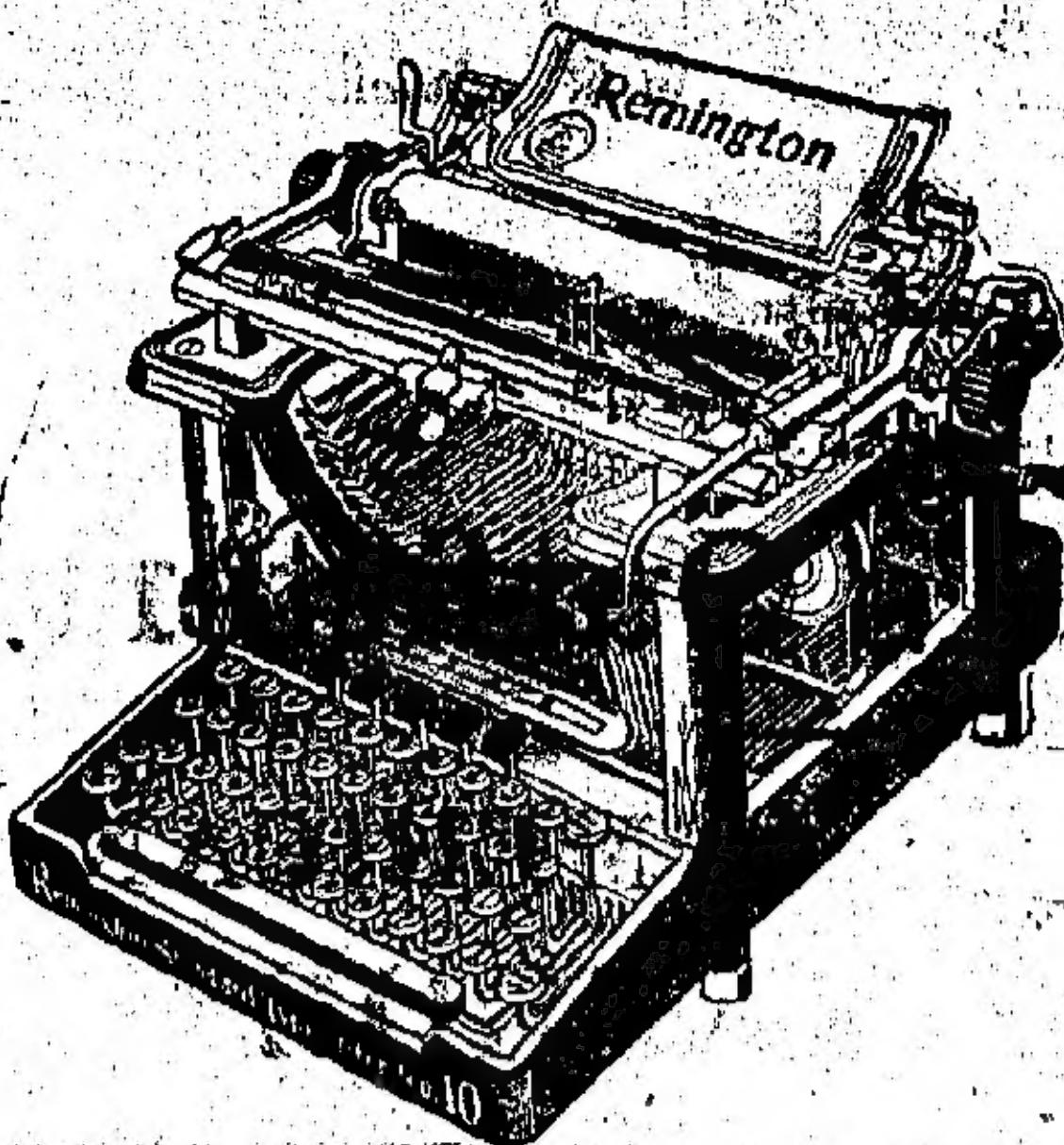
BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910.

THE HONGKONG DAILY PRESS, TUESDAY, APRIL 2ND, 1912.

INTIMATION

Remington
Typewriter

IS THE

PERPETUAL
PIONEER

The No. 10 and No. 11 VISIBLE REMINGTON MODELS are the latest expressions of Remington leadership. They represent the sum total of all typewriter achievement—past and present.

They contain every merit that the Remington has always had, and every merit that any writing machine has ever had.

They contain, in addition, new and fundamental improvements that no typewriter has ever had, among them the FIRST COLUMN SELECTOR, the FIRST BUILD-IN TABULATOR and the FIRST KEY-SET TABULATOR. These improvements are the latest contributions to typewriter progress, and they are Remington contributions, every one.

The Remington, the original pioneer in the typewriter field, is the present day pioneer in all new developments of the writing machine.

REMINGTON'S

REMINGTON TYPEWRITER CO.

47-1 HONGKONG AND CANTON, General Agents for South China, Formosa, etc.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

SHIPPING IN PORT.

BRITISH

Alacrity, steamship, 1,700 tons, 4 guns, 2,000

i.h.p., Comdr. A. Lowndes, Hongkong.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns

7,000 i.h.p., Captain E. B. Kiddie

Brigadier, admiralty tug, 615 tons, 1,400 i.h.p.

Hongkong.

Brindle, gunboat 710 tons, 900 i.h.p., Lieut.

Comdr. E. F. Pritchard, Kiangtung.

Brimstone, gunboat, 710 tons, 900 i.h.p., Lieut.

Comdr. W. H. Darwell, Hankow.

Cadmus, British sloop, 1,070 tons, 14 guns

1,400 i.h.p., Comdr. Hugh P. E. Williams

Hankow.

Cambrian, 2nd class cruiser, 4,360 tons, 10 guns

1,400 i.h.p., Capt. J. E. Drummond, Shanghai.

Challenger, gunboat 710 tons, 900 i.h.p., Lieut.

Comdr. E. B. Kiddie, Hongkong.

Chrysanthemum, gunboat 710 tons, 900 i.h.p., Lieut.

Comdr. E. F. Pritchard, Kiangtung.

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Comdr. E. F. Pritchard, Kiangtung.

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water," Wireless Telegraphy, Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute. The Cost: is not more by this route with its marvellous opportunities, than by any other route. For a return ticket to London the cost is £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £245. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons Starting	1912
KOREA	18,000	TUESDAY, 2nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY, 15th April, at 1 P.M.
CHINA	10,200	TUESDAY, 23rd April, at 1 P.M.
MANCHURIA	27,000	TUESDAY, 30th April, at 1 P.M.
CHILE	11,000	TUESDAY, 14th May, at 1 P.M.
MONGOLIA	27,000	TUESDAY, 21st May, at 1 P.M.
PERSIA	9,000	TUESDAY, 11th June, at 1 P.M.
KOREA	18,000	TUESDAY, 18th June, at 1 P.M.

INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

H. H. B. BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

32

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE &
PORTLAND (Or.)

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.)
BY GJA ... 4th April.	RYGJA ... 18th April.

To be followed by other Steamers of the Company at regular intervals.

Calling at AMOY and KEELUNG if sufficient
inducement offers.

The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE NO. 700, KING'S BUILDING, Praya Central

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... 1st Half May, 1912.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED.
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: FROM COLOMBO:

27th April. S.S. "MINERIC" 11th May.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED.
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 2ND APRIL, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."

10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

WEDNESDAY, 3RD APRIL, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 7TH APRIL.

The Company's Steamship "SUI AN."

Will depart from the Company's WING-LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAIYAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 5 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.
Round trip take about 5 days. Passengers can return to Hongkong on vice versa by the
Company's direct steamers "LINTAN" and "SANUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier. [143]

SWEDISH EAST ASIATIC
CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING.

NGHAI, YOKOHAMA, PEKING, ... 6,500 ... About 20th April.

KOBI, and MOJI, ... Further Particulars, apply to

TELEPHONE No. 171.

ARTHUR NILSSON & CO.,
YORK BUILDINGS, Top Floor

40

A VERAGE MARKET PRICES.

March 28th, 1912.
The Prices are given in Dollar Cents.

BUTCHER MEAT.

Beef Round, M. Lung Pa Yuk—Beef, sirloin

and prime cut ... lb. 20

Ham Ngau Yuk—Corned Beef ... 20

Shin Ngau Yuk—Beef, ... 20

Roast Beef ... 18

Beef Tong Yeh—Beef for soup ... 5

Beef Yeh Pa—Beef Steak ... 20

Beef Yeh Chong—Beefsteaks ... 24

Beef No—Bullock's Tongue ... 12

Beef Ngau Leo—Beef Steak Sichon lb. 10

Beef Ngau Lo—Bullock's Tongue, fresh, each ... 41

Beef Ngau Lo—coated ... 60

Beef Ngau Tan—Bullock's Head ... 91

Beef Ngau Sam—Heart, lb. 13

Beef Ngau Sam—Heart ... 13

Beef Ngau Kin—Baf Hump, salt ... 18

Beef Ngau Kok—Bullock's Feet, each ... 8

Beef Ngau It—Bullock's Kidney ... 9

Beef Ngau Met—Bullock's Tail ... 12

Beef Ngau Kon—Bullock's Liver, lb. 12

Beef Ngau Té—Bullock's Liver, undressed ... 6

Beef Ngau Té—Bullock's Liver, ... 6

Beef Ngau Té—Bullock's Liver, ... 3rd

Beef Ngau Té—Plantains, ... 12

Beef Ngau Té—Pumpkin, ... 10

Beef Ngau Té—Pumpkin, large ... 5

Beef Ngau Té—Pineapple, ... 5

Beef Ngau Té—Walnuts, Green ... 10

Beef Ngau Té—Walnuts, ... 20

Beef Ngau Té—Vegetables, ... 10

Beef Ngau Té—Vegetables, ... 3rd

Beef Ngau Té—Vegetables, ... 8

Beef Ngau Té—Vegetables, ... 12

SHIPPING

ARRIVALS

CHENAN, British str., 1,428, M. Lloyd Jones, 31st March—Shanghai 29th March, General—Butterfield & Swire, DEN of GLAMIS, British str., 3,618, Andrew Low, 1st April—Shanghai 29th March, General—Jardine, Matheson & Co., KWANTAN, Chinese str., 1,636, Stewart, 1st April—Shanghai 29th March, General—C. M. S. N. Co., KWONGSHAN, British str., 1,428, W. F. Bechard, 1st April—Shanghai and Swatow 31st March, General—Jardine, Matheson & Co., PRINCESS ALICE, German str., 6,029, P. Gusch, 1st April—Yokohama 23rd March, General—Molcher & Co., RYOGI, Norwegian str., 3,807, H. Meyer, 1st April—Shanghai 29th March, Flour, SININ, Russian str., 1,857, K. Leonin, 3rd March—Moss 25th March, Ballast—Bradley & Co., TELEMACUS, British str., 4,802, J. H. Goodwin, 31st March—Shanghai 27th March, General—Butterfield & Swire.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE April 1st.

DEN of GLAMIS, British str., for Saigon.

HATAN, British str., for Swatow.

HALVARD, Norwegian str., for Swatow.

KOREA, American str., for Shanghai.

LIGHTNING, British str., for Straits.

MUTTEA, British str., for Yokohama.

NELEUS, British str., for Straits.

P. WALDENAU, German str., for Japan.

PRINCESS ALICE, German str., for Manila.

DEPARTURES

April 1st.

BENAVON, British str., for Nagasaki.

FOOKSANG, British str., for Straits.

HAIMUN, British str., for Haiphong.

HONGKONG, French str., for Shanghai.

NAISANG, British str., for Shanghai.

ZAFIRO, American str., for Philippine Is.

SHIPPING REPORTS.

The British str. *Telomachus* reports: Light variable winds and thick fog throughout passage.

The Chinese str. *Kuangyuh* reports: Heavy rain, thunder and lightning off the Hsienshan, moderate to fresh N.E. gale and heavy sea, from Hsienshan to Breaker Point; then moderate E.N.E. wind and sea and clear weather.

PASSENGERS

ARRIVED.

Per *Princess Alice*, from Kobe, etc., Mr. J. F. Crockett and family, Mr. H. C. Wolf, Mrs. Jorgen Eitzen, Mr. W. S. Livingston, Mr. Feinman, Mr. Abdul Currim, Mr. T. Well, Mr. W. H. Schen and Mr. D. H. Wang.

DEPARTED.

Per *Zafiro*, for Manila, Mr. W. M. Taylor, Mr. C. F. Buckland, Miss N. Compton, Mrs. H. Edwards, Miss Cacho, Mr. H. Bourdouin, Mr. U. Okuno, Mr. Charles Fowler, Mr. Y. Akano, Mr. Jose Castro, Mr. J. J. Burmard, Mr. H. Hiratano, Mr. George Whitehead, Master Howard Elidid, for Cebu, Mr. A. Maltam, for Iloilo, Mr. T. C. Hoskyn, Mrs. P. de Parham and Mrs. H. C. Anderson.

EXPECTED.

Per N.Y.K. str. *Miyasaki Maru*, from London March 2nd—Miss E. Beattie, Mr. T. Kitching, Mr. and Mrs. J. L. Cartairs, Mrs. Belchenko, Miss Belchenko, Master Belchenko, Mr. and Mrs. J. Grieve and 2 children, Capt. T. Austin, Mr. Ed. Lanching, Mr. H. Shiba, Mr. J. H. Wood, Mr. N. Mori, Mr. Y. Akutagawa, Mr. B. M. Tatham, Comdr. G. Shigenura, Mr. and Mrs. S. Howard, Mrs. W. S. Fowler, Miss H. D. Brinkley, Miss Brinkley, Miss A. C. Hodgson, Mr. and Mrs. F. P. Pratt and 2 children, Mr. and Mrs. H. W. Roberts, Mrs. Morita and Mr. S. Saito.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. S.S. Co. str. *Siberia* is due to arrive at Hongkong between 8 and 8 a.m., to-day.

The P.M. S.S. Co. str. *China* sailed from San Francisco on the 12th ult., for Hongkong via Honolulu, etc., and is due to arrive at Hongkong on the 8th April.

The T.K.K. str. *Chigo Maru* will be despatched from San Francisco on the 27th ult., en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai.

The P.M. S.S. Co. str. *Manchuria* sailed from San Francisco on March 21st, en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on April 19th.

The T.K.K. str. *Chigo Maru* will be despatched from San Francisco on the 27th ult., en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on April 23rd.

THE AUSTRALIAN MAIL.

The E. & A. str. *St. Albans* from Sydney, etc., left Port Darwin on the 28th ult., for Manila and this port, and is due to arrive here on 1st April.

THE GERMAN MAIL.

The I.G.M. str. *Kleist*, carrying the German mails with dates from Berlin of the 6th ult., left Colombo on Monday at 8 p.m., and may be expected here on or about Friday, the 5th inst., at a.m.

THE MERCHANTS STEAMERS.

The N.Y.K. str. *Samuki Maru* (American Line) left Kobe for this port via Moji, Shanghai on the 25th ult., and is expected here on the 3rd April.

The H. A. L. str. *C. Ferd. Læisz* left Singapore on the 29th ult., p.m., and may be expected here on or about the 3rd April p.m.

The str. *Glenstrae* passed the Suez Canal on the 16th ult., and is due here on or about 26th April.

The T.K.K. str. *Hongkong Maru* will be despatched from Callao on the 19th ult., for Hongkong, and is expected here on the 23rd May.

The "Mogul" Line str. *Lothian* left United Kingdom on the 13th ult. for Hongkong via the Straits.

INDO-CHINA STEAM NAVIGATION CO. LTD.

The str. *Loisang* left Singapore for Hongkong on the 27th ult., and is due here about the 2nd April.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island, nearest Hongkong "a," midway between Hongkong and Kowloon "b," and those vessels berthed at the "Kowloon Wharf" "c," together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BEETH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ROTTERDAM & ANTWERP	DEN of GLAMIS	Brit. str.	—	F. J. Fox	JARDINE, MATHESON & CO., LTD.	To-day.
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBLA	Brit. str.	—	E. P. Martin, B.N.E.	P. & O. S. N. CO.	To-morrow, at 10 A.M.
LONDON, &c. via USUAL PORTS OF CALL	DELTA	Brit. str.	—	Gronau	HAMBURG-AMERICA LINE	On 13th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. AHLEM	Ger. str.	k. w.	Luening	HAMBURG-AMERICA LINE	On 5th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ACADIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 11th inst.
HAVRE & HAMBURG	BELGRAVIA	Ger. str.	k. w.	Solmer	HAMBURG-AMERICA LINE	On 10th May.
HAVRE, BREMEN & HAMBURG	KAGA MARU	Jap. str.	—	G. Tabata	HAMBURG-AMERICA LINE	On 10th inst., at D'light.
MARSEILLES, HAVRE & HAMBURG &c.	SACHEN	Ger. str.	—	Wagner	HAMBURG-AMERICA LINE	On 29th inst.
MARSEILLES, HAVRE & HAMBURG &c.	SITHONIA	Ger. str.	—	Kotze	HAMBURG-AMERICA LINE	On 27th May.
TACOMA, B.C. & SEATTLE via SHANGHAI, &c.	TACOMA MARU	Jap. str.	—	"S. Ishikawa	NIPPON YUSEN KAISHA	On 16th inst., at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	SANUKI MARU	Jap. str.	—	"NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 9th inst., at Noon.
NEW YORK	PANAMA MARU	Jap. str.	—	SANDER, WIELER & CO.	SANDER, WIELER & CO.	On 30th inst., at 1 P.M.
BOSTON & NEW YORK	AUSTRIA	Aus. str.	—	JARDINE, MATHESON & CO., LTD.	JARDINE, MATHESON & CO., LTD.	On 19th inst., at 5 P.M.
VANCOUVER, B.C., SEATTLE & PORTLAND	KOBERN	Aus. str.	—	DODWELL & CO., LTD.	DODWELL & CO., LTD.	About 2nd inst.
VANCOUVER VIA BEIJINGHAI, JAPAN, &c.	INDONESIA	Brit. str.	—	THE BANK LINE LTD.	THE BANK LINE LTD.	About 23rd inst.
SHINYA MARU	ALDENHAM	Brit. str.	—	W. Davison	CANADIAN PACIFIC R. CO.	On 11th inst.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
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PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP	NUBIA	10 A.M.	Freight and Passage.
VIA SINGAPORE, PE.	Capt. F. J. Fox	3rd April.	
NANG, COLOMBO, PORT			
SAYD and MARSEILLE			
SHANGHAI, MOJI, KOBE, PALAWAN	Capt. C. R. Longdon, R.N.E.	6th April.	Freight and Passage.
AND YOKOHAMA			
SHANGHAI	ASSAYE	About 11th April.	Freight and Passage.
Capt. G. W. Cookman, R.N.E.			
LONDON via USUAL PORTS	DELTA	Noon, 13th April.	See Special OF CALL
Capt. E. P. Martin, R.N.E.			Advertisement.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 2nd April, 1912.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOY, WEIHAIWEI and TIENTSIN	"HUICHOW"	On 2nd April, 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	2nd April, 4 P.M.
SHANGHAI	"CHENAN"	On 4th April, 4 P.M.
HAIKHONG	"SUNGKANG"	On 6th April, 10 A.M.
SHANGHAI	"LINAN"	On 6th April, 10 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 9th April, 4 P.M.
	"S. LINTAN" and "S. SANCI"	DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of SS. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUL," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY NIGHT.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

TELEPHONE 36

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWINE.

AGENTS

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. S. Booth ...	TUESDAY, 2nd April, at 11 A.M.
"HAITANG" ...	Capt. J. W. Evans ...	FRIDAY, 5th April, at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore ...	TUESDAY, 9th April, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... WEDDAY, 3rd April, at 2 P.M. Steamer will arrive at and Depart from the Company's Wharf (near Blaak Pier). For Freight and Passage, apply to—

DOUGLAS, LAPBAIK & CO.,

GENERAL MANAGERS.

Hongkong, 2nd April, 1912.

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HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
DEUTSCHE DAMPF SCHIFFAHETS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR HAVRE & HAMBURG: SS BELGRAVIA ...	11th April.
FOR MARSEILLES, HAVRE & HAMBURG: SS SACHSEN ...	29th April.
FOR ROTTERDAM, HAMBURG & ANTWERP: SS. O. J. D. AHLES ...	5th May.
FOR HAVRE, BREMEN & HAMBURG: SS. C. FERD. LAEISZ ...	10th May.
FOR MARSEILLES, HAVRE & HAMBURG: SS. SITHONIA ...	27th May.
SS. SLAVONIA ...	30th April.
SS. BAYERN ...	5th May.
For Further Particulars, apply to—	

HAMBURG-AMERIKA LINIE,

Hongkong Office.

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AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.

SS. "KOERBER," 9,900 tons, will leave as above on 19th April, 1912, 5 P.M.

TO SHANGHAI.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, £50 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

SS. "AUSTRIA" 14,000 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on 3rd April, 5 P.M.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,

Princes Building.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU".

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA RONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, AICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE.—

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 9th April, NOON.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 23rd May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.

SOUTH AMERICA LINE.—

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	TUESDAY, 9th April, NOON.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—TO OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSDA, AGENT,

King's Building (Opposite Blake Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 10th April, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

